



Interview Summary

Application No.	10/657,188	Applicant(s)	LEGARE, JOSEPH E.
Examiner	TU M. NGUYEN	Art Unit	3748

All participants (applicant, applicant's representative, PTO personnel):

(1) Tu M. Nguyen (examiner). (3) _____.

(2) Kevin A. Wolff (attorney). (4) _____.

Date of Interview: 04 May 2010.

Type: a) Telephonic b) Video Conference
c) Personal [copy given to: 1) applicant 2) applicant's representative]

Exhibit shown or demonstration conducted: d) Yes e) No.
If Yes, brief description: _____.

Claim(s) discussed: 14 and 17.

Identification of prior art discussed: Maki et al. (U.S. Patent 5,606,959) and Bush et al. (U.S. Patent 5,842,340).

Agreement with respect to the claims f) was reached. g) was not reached. h) N/A.

Substance of Interview including description of the general nature of what was agreed to if an agreement was reached, or any other comments: See Continuation Sheet.

(A fuller description, if necessary, and a copy of the amendments which the examiner agreed would render the claims allowable, if available, must be attached. Also, where no copy of the amendments that would render the claims allowable is available, a summary thereof must be attached.)

THE FORMAL WRITTEN REPLY TO THE LAST OFFICE ACTION MUST INCLUDE THE SUBSTANCE OF THE INTERVIEW. (See MPEP Section 713.04). If a reply to the last Office action has already been filed, APPLICANT IS GIVEN A NON-EXTENDABLE PERIOD OF THE LONGER OF ONE MONTH OR THIRTY DAYS FROM THIS INTERVIEW DATE, OR THE MAILING DATE OF THIS INTERVIEW SUMMARY FORM, WHICHEVER IS LATER, TO FILE A STATEMENT OF THE SUBSTANCE OF THE INTERVIEW. See Summary of Record of Interview requirements on reverse side or on attached sheet.

/Tu M. Nguyen/
Primary Examiner, Art Unit 3748

Continuation of Substance of Interview including description of the general nature of what was agreed to if an agreement was reached, or any other comments: Applicant's argument that the prior art of record fails to teach or suggest the limitations that "the change in fuel quantity is implemented gradually by transitioning to the maximum controlled fuel quantity changes amongst individual cylinders spanning over a number of cylinder firing events in order to minimize perceived changes in engine smoothness caused by step changes in engine cylinders' torque levels" and that "the causing cycling of gases' air-fuel about a defined control point is used to determine dynamic catalyst oxygen storage characteristics during non-stoichiometric conditions for modifying subsequent fuel changes into the individual cylinders for more quickly reaching the defined control point", is persuasive; therefore, the claims are allowable pending further search and consideration.